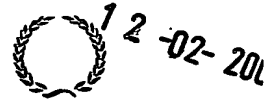


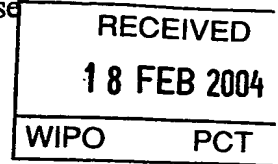


PCT / SE 2004 / 000044



INVESTOR IN PEOPLE

The Patent Office
Concept House
Cardiff Road
Newport
South Wales
NP10 8QQ



PRIORITY DOCUMENT

SUBMITTED OR TRANSMITTED IN
COMPLIANCE WITH RULE 17.1(a) OR (b)

I, the undersigned, being an officer duly authorised in accordance with Section 74(1) and (4) of the Deregulation & Contracting Out Act 1994, to sign and issue certificates on behalf of the Comptroller-General, hereby certify that annexed hereto is a true copy of the documents as originally filed in connection with the patent application identified therein.

In accordance with the Patents (Companies Re-registration) Rules 1982, if a company named in this certificate and any accompanying documents has re-registered under the Companies Act 1980 with the same name as that with which it was registered immediately before re-registration save for the substitution as, or inclusion as, the last part of the name of the words "public limited company" or their equivalents in Welsh, references to the name of the company in this certificate and any accompanying documents shall be treated as references to the name with which it is so re-registered.

In accordance with the rules, the words "public limited company" may be replaced by p.l.c., plc, P.L.C. or PLC.

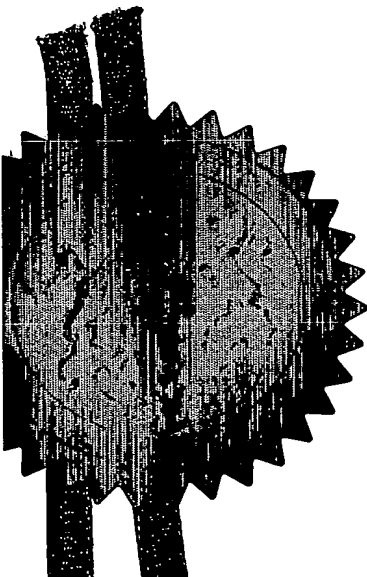
Re-registration under the Companies Act does not constitute a new legal entity but merely subjects the company to certain additional company law rules.

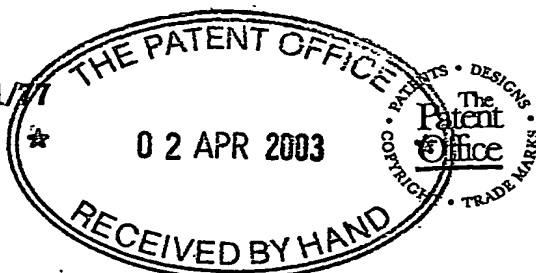
BEST AVAILABLE COPY

Signed

Dated

6 January 2004





03APR 2003 17:25/2 000399
P01/770 0.00-0307644.5

The Patent Office

Cardiff Road
Newport
South Wales
NP10 8QQ

Request for grant of a patent

(See the notes on the back of this form. You can also get an explanatory leaflet from the Patent Office to help you fill in this form)

1. Your reference	P17384GB-NF/jsd		
2. Patent application number (The Patent Office will fill in this part)	0307644.5		
3. Full name, address and postcode of the or of each applicant (underline all surnames)	Autoliv Development AB, Patents Department Sweden, S-447 83 VARGARDA, Sweden.		
Patents ADP number (if you know it)	00321018006		
If the applicant is a corporate body, give the country/state of its incorporation	Sweden		
4. Title of the invention	"Improvements in or Relating to a Fastening"		
5. Name of your agent (if you have one)	Forrester Ketley & Co.		
"Address for service" in the United Kingdom to which all correspondence should be sent (including the postcode)	Forrester House 52 Bounds Green Road London N11 2EY		
Patents ADP number (if you know it)	133001		
6. If you are declaring priority from one or more earlier patent applications, give the country and the date of filing of the or of each of these earlier applications and (if you know it) the or each application number	Country	Priority application number (if you know it)	Date of filing (day / month / year)
7. If this application is divided or otherwise derived from an earlier UK application, give the number and the filing date of the earlier application	Number of earlier application	Date of filing (day / month / year)	
8. Is a statement of inventorship and of right to grant of a patent required in support of this request? (Answer 'Yes' if a) any applicant named in part 3 is not an inventor, or b) there is an inventor who is not named as an applicant, or c) any named applicant is a corporate body. See note (d))	Yes		

Patents Form 1/77

9. Enter the number of sheets for any of the following items you are filing with this form. Do not count copies of the same document

Continuation sheets of this form

Description	7	✓
Claim(s)	2	✓
Abstract	1	✓
Drawing(s)	2	+ 2 Jim L

10. If you are also filing any of the following, state how many against each item.

Priority documents

Translations of priority documents

Statement of inventorship and right to grant of a patent (*Patents Form 7/77*) Yes, One ✓

Request for preliminary examination and search (*Patents Form 9/77*) Yes, One ✓

Request for substantive examination (*Patents Form 10/77*)

Any other documents
(please specify)

11. ☒ We request the grant of a patent on the basis of this application.

Signature	Date
<i>Forrester Ketley & Co</i>	2 April 2003
Forrester Ketley & Co.	

12. Name and daytime telephone number of person to contact in the United Kingdom
- FRANKLAND, Nigel H.
(020) 8889 6622

Warning

After an application for a patent has been filed, the Comptroller of the Patent Office will consider whether publication or communication of the invention should be prohibited or restricted under Section 22 of the Patents Act 1977. You will be informed if it is necessary to prohibit or restrict your invention in this way. Furthermore, if you live in the United Kingdom, Section 23 of the Patents Act 1977 stops you from applying for a patent abroad without first getting written permission from the Patent Office unless an application has been filed at least 6 weeks beforehand in the United Kingdom for a patent for the same invention and either no direction prohibiting publication or communication has been given, or any such direction has been revoked.

Notes

- If you need help to fill in this form or you have any questions, please contact the Patent Office on 08459 500505.
- Write your answers in capital letters using black ink or you may type them.
- If there is not enough space for all the relevant details on any part of this form, please continue on a separate sheet of paper and write "see continuation sheet" in the relevant part(s). Any continuation sheet should be attached to this form.
- If you have answered 'Yes' Patents Form 7/77 will need to be filed.
- Once you have filled in the form you must remember to sign and date it.
- For details of the fee and ways to pay please contact the Patent Office.

PATENTS ACT 1977

P17384GB - NHF/ns

5 DESCRIPTION OF INVENTION

"IMPROVEMENTS IN OR RELATING TO A FASTENING"

10

THE PRESENT INVENTION relates to fastening which may be useful in securing in position, within a vehicle, an air-bag of the "inflatable curtain" type.

15

A conventional inflatable curtain air-bag, when initially provided, is contained within a long package, with a plurality of mounting lugs extending from the package. Each mounting lug is to be secured to an appropriate mount provided within a motor vehicle. If each mount is in the form of a threaded hole which is to receive a bolt passing through the lug, it is often difficult for the package to be held in position whilst the bolts are introduced through the lugs and engaged with the threaded bores.

20

The present invention seeks to provide an improved fastening but, although the fastening may be useful for securing an air-bag in position in a motor vehicle, the fastening may find many other applications.

25

Accordingly, the present invention provides a fastening, the fastening comprising a bolt, the bolt having a head and a threaded shank extending from the head, the threaded shank being dimensioned to co-operate with a predetermined threaded bore, the free end of the shank remote from the head

being provided with an end cap, the end cap having a yieldable formation to engage frictionally with the threaded bore.

5 Preferably, the end cap is a separate component which is secured to the bolt.

Advantageously, the end cap is rotatably mounted on the bolt.

10 Conveniently, the shank of the bolt is provided with an axially extending projection having an enlarged head, the cap having an internal bore dimensioned to receive the projection and head.

15 Preferably, the end cap is provided with a plurality of radially outwardly extending flanges.

Advantageously, at least some of the flanges have a diameter greater than the diameter of the threaded shank of the bolt.

20 Conveniently, at least some of the flanges have chamfered leading edges.

Preferably, at least some of the flanges are segmented.

25 Advantageously, at least a terminal flange has a diameter less than that of succeeding flanges.

The present invention also provides a method of mounting an inflatable curtain in position in a motor vehicle, the method comprising the steps of utilising a fastening as defined above, inserting the end cap of the fastening as a

frictional fit into a threaded bore and subsequent tightening the bolt into the threaded bore.

In order that the invention may be more readily understood, and so that further features thereof may be appreciated, the invention will be described, by way of example, with reference to the accompanying drawings in which:

FIGURE 1 is a diagrammatic side of an air-bag in the form of a so-called "inflatable curtain" when in the inflated condition;

FIGURE 2 is an enlarged view of an upper part of the inflatable curtain;

FIGURE 3 is a side view of a bolt forming part of the fastening in accordance with the present invention;

FIGURE 4 is a side view of an end cap to be mounted in the bolt of Figure 3;

FIGURE 5 is a perspective view of the end cap; and

FIGURE 6 is an enlarged partially broken away side view of the end cap.

Referring initially to Figure 1 of the accompanying drawings, the cabin of a motor vehicle 1 is illustrated showing, diagrammatically, an air-bag 2 in the form of a "inflatable curtain". The air-bag is divided into a plurality of substantially vertical chambers or cells by seams provided within the air-bag, and the air-bag is dimensioned to be received initially within a channel recess 3 which extends along the A post 4 of the vehicle, along the roof line 5 above the

door openings and part way down the C post 6. Air-bags of this type are well known.

Figure 2 illustrates part of the upper edge 7 of an inflatable curtain air-bag, showing that the air-bag is provided with a plurality of spaced apart apertured lugs 8, 9.

When the inflatable curtain is to be mounted in the motor vehicle typically the inflatable curtain 2 is in the form of a package, with the mounting lugs 8, 9, etc. protruding from the package. The mounting lugs are to be aligned with corresponding threaded apertures formed in the A post, roof line, and C post of the vehicle, and bolts are to be passed through the apertures and the apertured lugs to be engaged with the corresponding threaded apertures in the vehicle. It may require considerable manual dexterity for a single operative to hold the repacked air-bag in position and locate the bolts appropriately.

Figures 3-6 illustrate a fastening which may facilitate the task of the operative.

The fastening is in the form of a bolt which is provided, in the described embodiment, with a separate end cap. The end cap has radially outwardly directed flanges adapted to effect a friction fit with a threaded bore dimensioned to receive the threaded part of the bolt.

Thus in using the fastenings, initially each fastening may be swiftly engaged with a threaded aperture simply by inserting the end cap into a threaded aperture to effect a frictional engagement between the end cap and the threaded aperture. Subsequently the bolt may be tightened in the conventional way.

Figure 3 illustrates a metallic bolt 10. The bolt 10 is provided with a conventional hexagonal head 11 and a conventional threaded shank 12. At the free end of the threaded shank 12 there is an axially extending cylindrical projection 13 which terminates with a frustoconical head 14. An end cap is to be received on the projection 13 with its head 14.

Figure 4 illustrates an end cap 20 to be received on the bolt 10. The end cap 20 comprises a main cylindrical body portion 21. The body portion 21 is provided with an axially extending bore 22 dimensioned to receive the projection 13 and the head 14. The end cap 20 may thus be mounted on the bolt 10 in a such a way that the end cap may rotate freely about the axis of the bolt.

The exterior of the cylindrical body 21 is provided with a plurality of radially outwardly directed flanges 23. The flanges 23 are evenly spaced along the length of the body 21. The flanges 23 have an outer diameter which is at least the same as the outer diameter of the threaded shank 12 of the bolt 10, but preferably at least some of the flanges 23 have a diameter greater than the diameter of the threaded shank 12 of the bolt 10.

As can be seen in Figures 4 and 5 at least some of the flanges 23 are segmented, so that each flange is in the form of four equi-angularly spaced separate sectors, the sectors of adjacent flanges being co-aligned to form channels or passages 24 between adjacent sets of sectors of the flanges.

As can be seen more clearly in Figure 6 a terminal flange 25 is of relatively small diameter, the next adjacent flange 26 is of greater diameter and

the next adjacent flange 27 is of even greater diameter, the remaining flanges having the same diameter as the flange 27.

It can be seen, from Figure 6, that the forward facing lip of each flange is chamfered at 28 to facilitate the insertion of the end cap 20 into a threaded aperture.

A ridge 29 extends axially passing between adjacent flange sections.

It is to be appreciated that when fastenings of the kind shown in Figures 3-6 are used to secure an inflatable curtain in position, each fastening may relatively easily be passed through an aperture formed in a lug 8,9 provided on the inflatable curtain so that the end cap 20 becomes frictionally engaged within the threaded bore which is provided to received the appropriate bolt. There is no need to ensure that the threading on the bolt 10 is aligned with the threading in the aperture and there is no need to rotate the bolt 10. A simple axial movement of the bolt 10 will force the end cap 20 into the threaded bore. The fact that the terminal flange 25 is of relatively small diameter will make it easy for that flange to become aligned with the bolt 10. The gradual increase in the sizes of the flanges 22 will facilitate the subsequent insertion of the end cap 20 into the threaded bore. The chamfering 28 provided at the leading edge of each flange 22 will facilitate a flexing of each flange 22 as it is inserted into the bore thus ensuring a good frictional grip between the flanges and the bore.

When all of the fastenings have been inserted in position in this way, the frictional grip effected by the fastenings to the threaded bores provided in the motor vehicle will be sufficient to hold the inflatable curtain in position. Using a spanner, and applying further axial pressure, the threaded shank 12 of the bolt

of a fastening may then be brought into engagement with the threaded aperture and the bolt may be fastening in the conventional manner.

Whilst one embodiment of a fastening in accordance with the invention
5 has been described, it is to be appreciated that many modifications may be effected. For example, the end cap and the bolt may be formed integrally, being moulded of a single piece of appropriate plastics material. Whilst the end cap has been illustrated as having substantially planar flanges, it is to be appreciated that the flanges may be angled in the form of barbs. Also it is to be
10 appreciated that the end cap may be provided with some other yieldable engagement structure to engage frictionally with the threaded bore. Thus the end cap may be provided with an outer covering of a foam material, for example.

15 In the present Specification "comprises" means "includes or consists of" and "comprising" means "including or consisting of".

The features disclosed in the foregoing description, or the following
Claims, or the accompanying drawings, expressed in their specific forms or in
20 terms of a means for performing the disclosed function, or a method or process for attaining the disclosed result, as appropriate, may, separately, or in any combination of such features, be utilised for realising the invention in diverse forms thereof.

CLAIMS: .

- 5 1. A fastening, the fastening comprising a bolt, the bolt having a head and a threaded shank extending from the head, the threaded shank being dimensioned to co-operate with a predetermined threaded bore, the free end of the shank remote from the head being provided with an end cap, the end cap having a yieldable formation to engage frictionally with the threaded bore.
- 10 2. A fastening according to Claim 1 wherein the end cap is a separate component which is secured to the bolt.
3. A fastening according to Claim 2 wherein the end cap is rotatably
15 mounted on the bolt.
4. A fastening according to Claim 3 wherein the shank of the bolt is provided with an axially extending projection having an enlarged head, the cap having an internal bore dimensioned to receive the projection and head.
- 20 5. A fastening according to any one of Claims 1 to 4 wherein the end cap is provided with a plurality of radially outwardly extending flanges
6. A fastening according to Claim 5 wherein at least some of the flanges
25 have a diameter greater than the diameter of the threaded shank of the bolt.
7. An fastening according to Claim 5 or 6 wherein at least some of the flanges have chamfered leading edges.

8. A fastening according to any one Claims 5 to 7 wherein at least some of the flanges are segmented.

5 9. A fastening according to any one of Claims 5 to 8 wherein at least a terminal flange has a diameter less than that of succeeding flanges.

10 A method of mounting an inflatable curtain in position in a motor vehicle, the method comprising the steps of utilising a fastening according to
10 any of the preceding Claims, inserting the end cap of the fastening as a frictional fit into a threaded bore and subsequently tightening the bolt into the threaded bore.

11. A fastening substantially and described with reference to and as shown
15 in Figure 3 to 6 of the accompanying drawings.

12. A method of mounting an air-bag substantially and described with reference to the accompanying drawings.

20 10. Any novel feature or combination of features disclosed herein.

ABSTRACT**5 "IMPROVEMENTS IN OR RELATING TO A FASTENING"**

A fastening is disclosed which comprises a bolt (10). The bolt (10) has a head (11) and a threaded shank (12) extending from the head (11). The threaded
10 shank (12) is dimensioned to co-operate with a predetermined threaded bore and the free end of the shank (12) remote from the head (11) is provided with an end cap (20). The end cap (20) has a yieldable formation (22) to engage frictionally with the threaded bore. Preferably, the end cap (20) is a separate component which is secured to the bolt (10) in a rotatable manner.

15

20

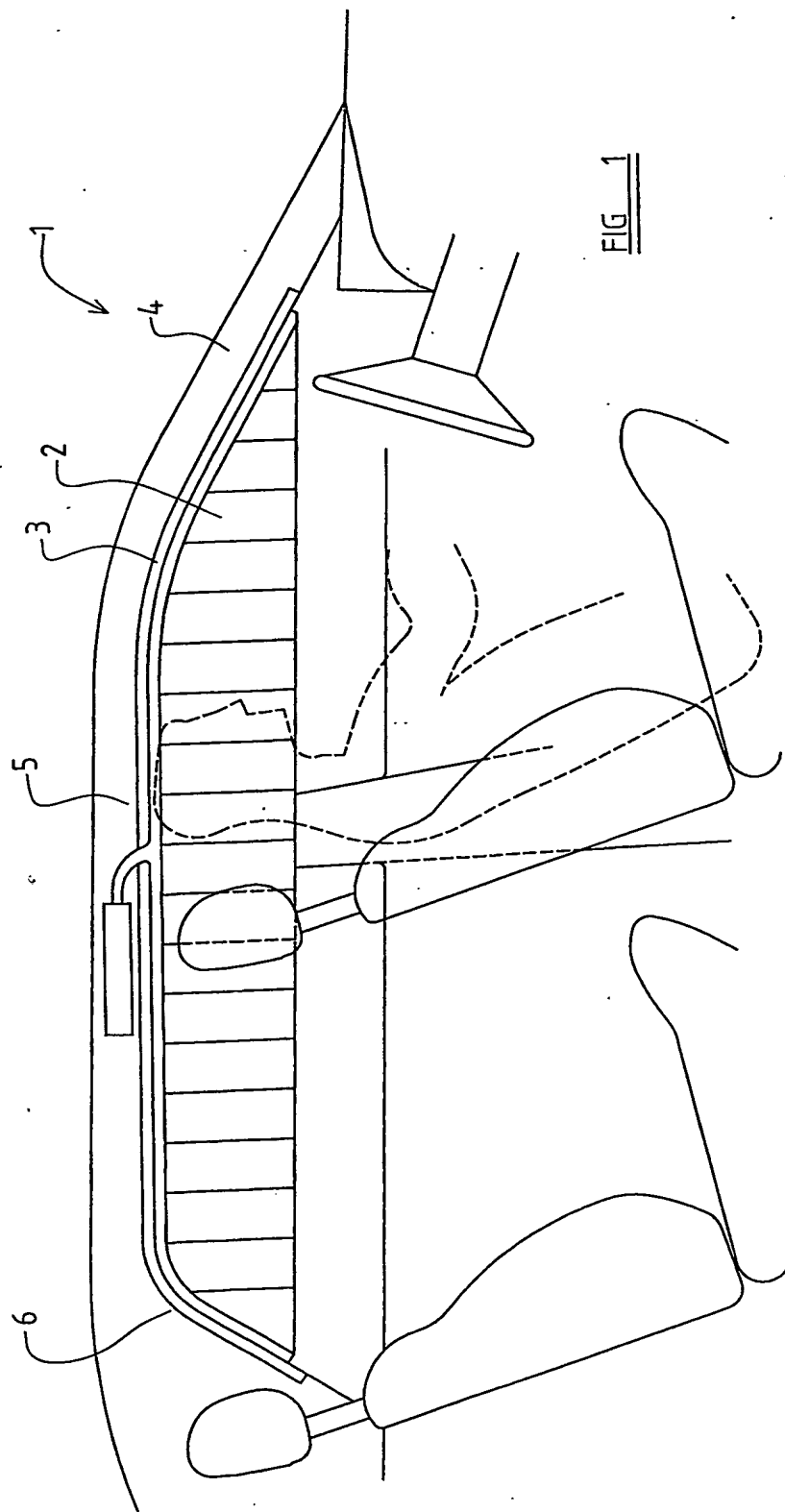


FIG 1

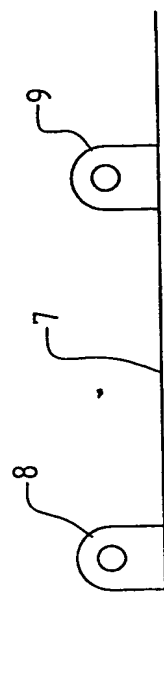


FIG 2

2 / 2

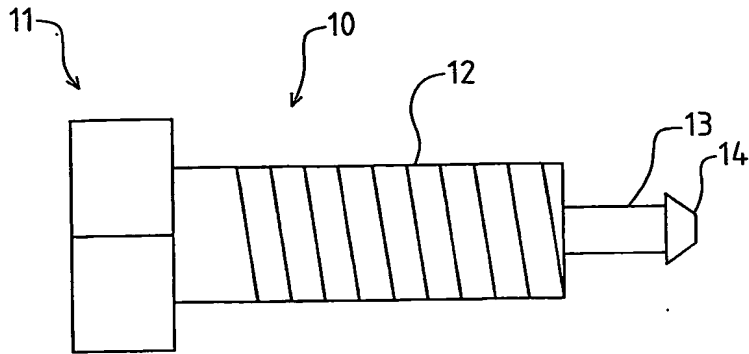


FIG. 3

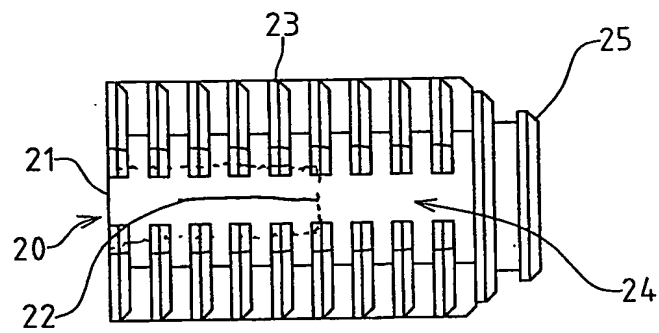


FIG. 4

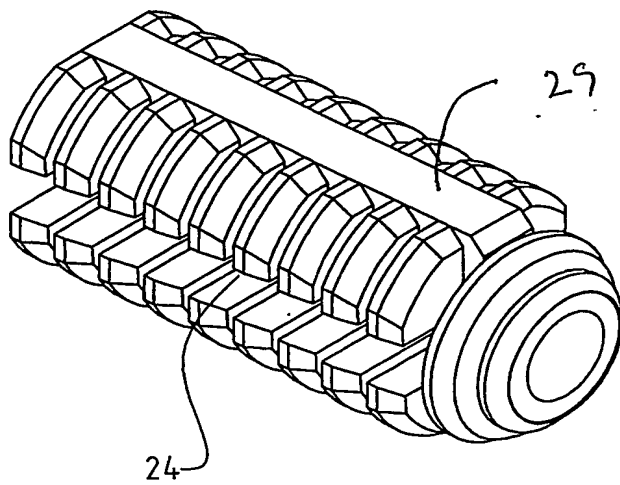


FIG. 5

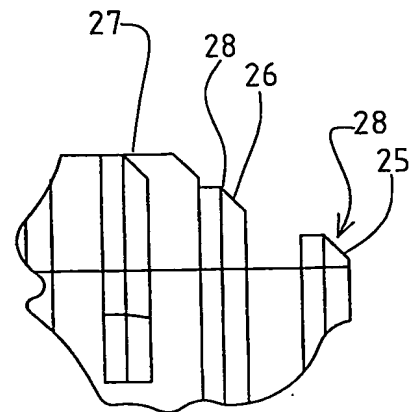


FIG. 6

PCT Application
PCT/SE2004/000044



This Page is inserted by IFW Indexing and Scanning
Operations and is not part of the Official Record

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- ☒ BLACK BORDERS
- ☒ IMAGE CUT OFF AT TOP, BOTTOM OR SIDES
- ☒ FADED TEXT OR DRAWING
- ☐ BLURED OR ILLEGIBLE TEXT OR DRAWING
- ☐ SKEWED/SLANTED IMAGES
- ☒ COLORED OR BLACK AND WHITE PHOTOGRAPHS
- ☐ GRAY SCALE DOCUMENTS
- ☐ LINES OR MARKS ON ORIGINAL DOCUMENT
- ☐ REPERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY
- ☐ OTHER: _____

IMAGES ARE BEST AVAILABLE COPY.

**As rescanning documents *will not* correct images
problems checked, please do not report the
problems to the IFW Image Problem Mailbox**